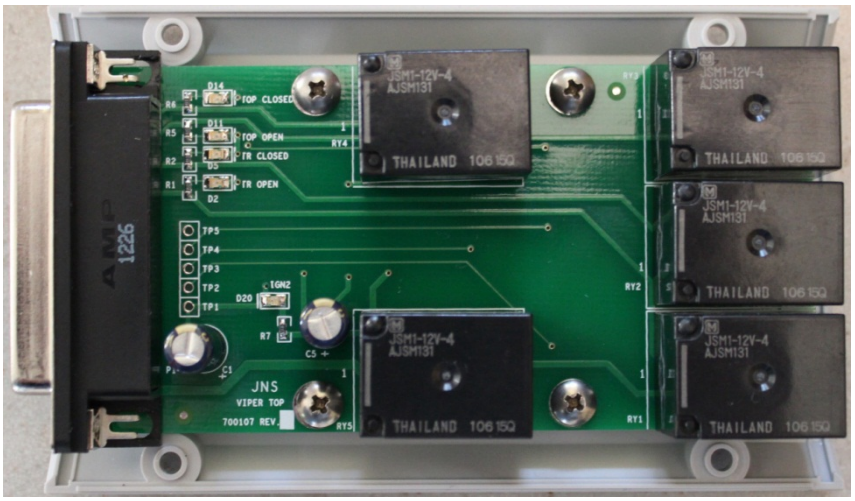
SPYDER

Viper WIFI Top Controller

For

3000GT Spyder SL and VR4



Actual Size Shown

Features and Benefits

- Remote control operation of convertible roof
- Remote control operation of tonneau
- Interfaces with Viper 590x series
- Pause and continue or reverse direction of top or tonneau operation
- Programmable open / close timers
- Relay Isolated from other car electronics
- Low standby current drain
- Small 2.6 x 4.25 x 1.12 footprint
- Easy installation

Table of Contents

General Description 3
Functional Block Diagram 3
Pin Assignment 4
Functional Description 4
Specifications 5
PCB Layout 6
Installation Instructions 7
Wiring Color Codes (WIFI TOP™ Harness) 7
Wiring the Harness 8
Viper 5904 Specific Programming 9
Troubleshooting the Installation 9
Remote Top Testing 10
Remote Start Neutral Safety Switch 11
Remote Start Neutral Safety Circuit 11
Installing the Magnetic Switch and Magnet 12
Installing the Viper 5904 / Python 594 / Clifford 590.4x Alarm 13
Viper 5904/ Python 594 / Clifford 590.4X Wiring for 3000GT 15
Wiring Color Codes (Viper 5904/ Python 594/ Clifford 590.4X Alarm) 18
Programming options using BitWriter 19
How to Read the 3000GT Wiring Diagrams 20
3000GT Specific Wiring diagrams 20

Table of Tables

Table 1 – Pin Assignment 4
Table 2 – Specifications 5
Table 3 – WIFI TOP™ Harness 7
Table 4 – Viper 5904 Specific Programming 9
Table 5 – Viper 5904/ Python 594/ Clifford 590.4X Wiring for 3000GT 17
Table 6 – Menu 3 – Remote Start Parameters 19
Table 7 – BitWriter Only Options 19

Table of Figures

Figure 1 – Viper WIFI TOP™ Block Diagram 3
Figure 2 – PCB Top Side Artwork 6
Figure 3 – PCB Bottom Side Artwork 6
Figure 4 – Domelight Relay 17

General Description

The JNS Viper WIFI TOP™ consists of programmed relays that simulate the operation of the rocker switches for the top and tonneau. In the standby mode the Interface is monitoring the level outputs of the car alarm system. When an extra channel of the car alarm system is accessed by the remote control the system wakes up and powers the Hardtop ECU. Depending on the channel selected, the hardtop or tonneau is opened or closed according to programmed timing.

Power to the system is applied only during the Viper programmed time to prevent battery drain. Only a single operation at a time may be initiated by the Viper remote and the operation continues until the programmed time expires unless the same command is repeated in which case the operation immediately stops.

Functional Block Diagram

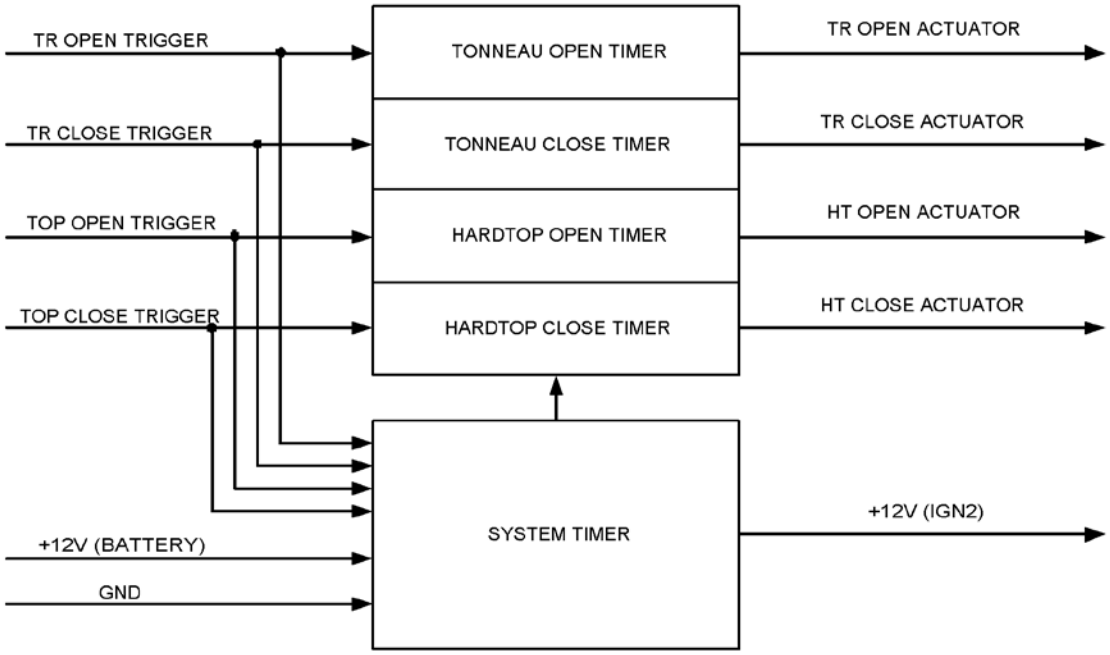


Figure 1 – Viper WIFI TOP™ Block Diagram

Pin Assignment

DB25 PIN	DESCRIPTION
1	+12V (Battery)
2	Gnd
5	Tonneau Open Trigger
6	Hardtop Close Trigger
7	Tonneau Close Trigger
8	Hardtop Open Trigger
10	Tonneau Open Actuator
11	Tonneau Close Actuator
12	Hardtop Open Actuator
13	Hardtop Close Actuator
14	+12V (Ign2)

Table 1 – Pin Assignment

Functional Description

CAUTION Care should be taken to stand clear of the top mechanism during remote activation. Once activated, the mechanism will operate automatically until the timers expire or the same command is repeated.

Tonneau Open

An active low level on the Tonneau Open trigger places the car in “ON” mode and actuates the Tonneau Open function for the duration of the Aux1 Viper timer.

Tonneau Close

An active low level on the Tonneau Close trigger places the car in “ON” mode and actuates the Tonneau Close function for the duration of the Aux2 Viper timer.

Hardtop Open

An active low level on the Hardtop Open trigger places the car in “ON” mode and actuates the Hardtop Open function for the duration of the Aux4 Viper timer.

Hardtop Close

An active low level on the Hardtop Close trigger places the car in “ON” mode and actuates the Hardtop Close function for the duration of the Aux3 Viper timer. If the safety stop is reached during Hardtop closure then the Hardtop will stop movement and the “ON” mode will remain active until Aux3 times out. A second press of the Aux3 function will complete the Hardtop closure. If the second press occurs at the safety stop while Aux 3 is active then Aux3 will terminate and a third press will immediately complete Hardtop closure.

If the safety stop is removed (see JNS Engineering TopLink manual) then a single press of the Aux3 function can complete the closure if the timer is long enough.

Specifications

Parameter	Pin	Test conditions	Min	Typical	Max	Units
Input voltage	1			12		V
Input current	1	Standby		5		mA
Trigger voltage	5,6,7,8				4	V
Sink current	5,6,7,8	Active trigger			5	mA
Output voltage	10,11, 12,13, 14	Active		12		V
Source current	14	Active		20		A
Source current	10,11, 12,13	Active		20		A
Tonneau open time (Aux 1)		Programmed using BitWriter		10		S
Tonneau close time (Aux 2)		Programmed using BitWriter		10		S
Hardtop open time (Aux 4)		Programmed using BitWriter		32		S
Hardtop close time (Aux 3)		Programmed using BitWriter		40		S
System active time				[1]		S

Table 2 – Specifications

[1]System remains active (“ON” mode) for the duration of the selected Aux function

PCB Layout

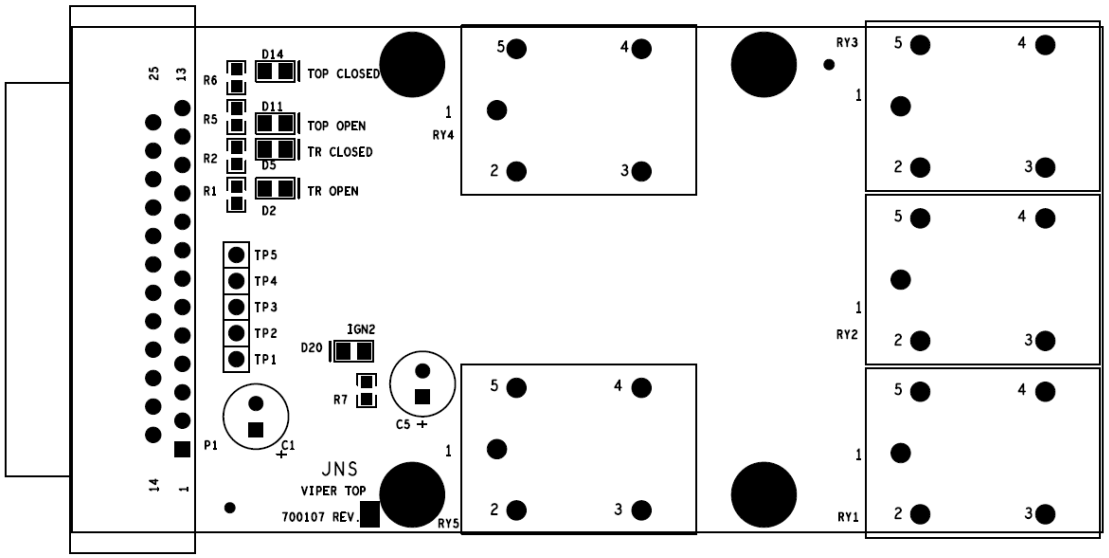


Figure 2 – PCB Top Side Artwork

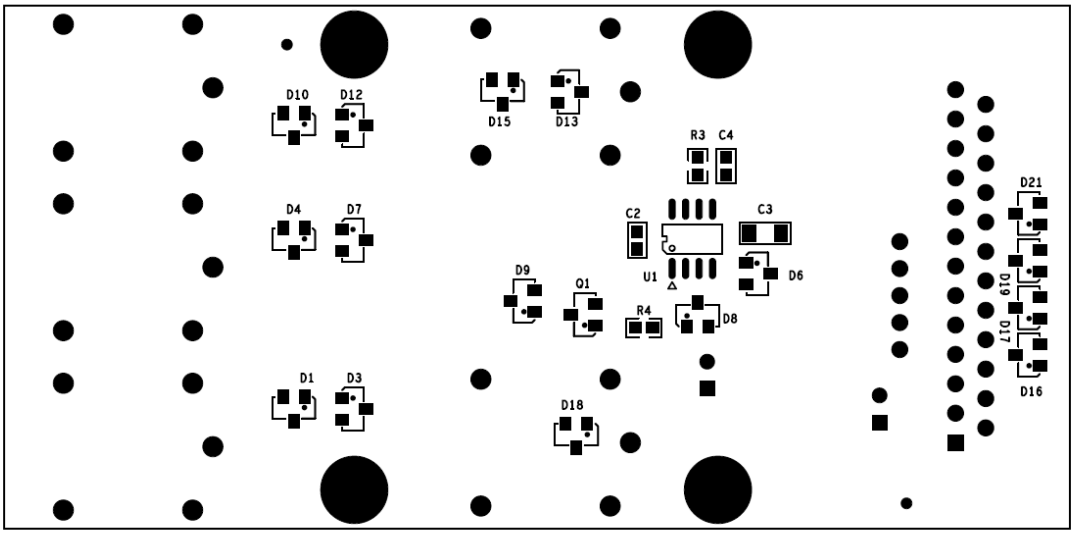


Figure 3 – PCB Bottom Side Artwork

Installation Instructions

WIFI TOP™ Interface Harness

SOURCE			DESTINATION	
DB 25 PIN	Color	Description	Connector - Pin	Color
1	R	+12V (Battery)	C59-6	W
2	B	Gnd	Chassis	B
5	W	Tonneau Open Trigger	White-Violet Wire [1]	
6	Y	Hardtop Close Trigger	White-Black Wire [1]	
7	O	Tonneau Close Trigger	Violet-Black Wire [1]	
8	G	Hardtop Open Trigger	Orange-Black Wire [1]	
10	L	Tonneau Open Actuator	D48-10	LG-B [2]
11	P	Tonneau Close Actuator	D48-9	B-W [2]
12	BR	Hardtop Open Actuator	D48-3	GR-R [2]
13	GR	Hardtop Close Actuator	D48-11	L-W [2]
14	CL	+12V (Ign2)	D48-4	R

Table 3 – WIFI TOP™ Harness

Wiring Color Codes (WIFI TOP™ Harness)

W	=	White	R	=	Red
B	=	Black	Y	=	Yellow
LG-B	=	Light Green with Black stripe	O	=	Orange
B-W	=	Black with White stripe	G	=	Green
GR-R	=	Grey with Red stripe	L	=	Blue
L-W	=	Blue with White stripe	P	=	Purple
BR	=	Brown	GR	=	Grey
CL	=	Clear			

[1] Wire colors from the Viper 5904 extra channels. These will be different if you use another car alarm system.
[2] Wire colors from the 3S manual. They were different colors in my car.

Wiring the Harness

Red Wire: +12V Input (DB25 Pin 1)
Connect this wire to the +12VDC constant source found at the ignition harness connector C59 pin 6 located under the driver side dash. It is the White wire. Use a fused connection or tie in after the car alarm system fuse.

Black Wire: Gnd (DB25 Pin 2)
Connect this wire to Chassis ground. Remove the driver's side center console cover and use one of the relay mounts to attach a ground lug. Make sure the ground wire is FIRMLY attached to the bare metal surface. Do NOT ground the car alarm to the same location.

White Wire: Tonneau Open Trigger (DB25 Pin 5)
Connect this wire to the Viper 5904 H2-13 White-Violet wire which is the Aux 1 (-) 200mA output.

Yellow Wire: Hardtop Close Trigger (DB25 Pin 6)
Connect this wire to the Viper 5904 H2-11 White-Black wire which is the Aux 3 (-) 200mA output.

Orange Wire: Tonneau Close Trigger (DB25 Pin 7)
Connect this wire to the Viper 5904 H2-14 Violet-Black wire which is the Aux 2 (-) 200mA output.

Green Wire: Hardtop Open Trigger (DB25 Pin 8)
Connect this wire to the Viper 5904 H2-15 Orange-Black wire which is the Aux 4 (-) 200mA output.

Blue Wire: Tonneau Open Actuator (DB 25 Pin 10)
The D48 connector is located under the control switch garnish. Find pin 10 on the connector. It will have 12V applied when the tonneau switch is operated to the open position. Although the manual states this wire is Light Green / Black I found it to be Green in my car.

Purple Wire: Tonneau Close Actuator (DB 25 Pin 11)
The D48 connector is located under the control switch garnish. Find pin 9 on the connector. It will have 12V applied when the tonneau switch is operated to the close position. Although the manual states this wire is Black / White I found it to be Black in my car.

Brown Wire: Hardtop Open Actuator (DB 25 Pin 12)
The D48 connector is located under the control switch garnish. Find pin 3 on the connector. It will have 12V applied when the hardtop switch is operated to the open position. Although the manual states this wire is Grey / Red I found it to be Yellow in my car.

Grey Wire: Hardtop Close Actuator (DB 25 Pin 13)
The D48 connector is located under the control switch garnish. Find pin 11 on the connector. It will have 12V applied when the hardtop switch is operated to the close position. Although the manual states this wire is Blue / White I found it to be Light Blue in my car.

Clear Wire: +12V Ign2 Output (DB 25 Pin 14)
The D48 connector is located under the control switch garnish. Find pin 4 on the connector. It will have 12V applied when the key is turned to the "On" position.

WIFI TOP™ Module Location

The best locations for the interface module are under the rocker switches or behind the ECU. To install the interface module you will need to loosen the trim piece that holds the rocker switches in the center console. The interface module at 2.6 x 4.25 x 1.12 is small enough to slip into the open slot. You can zip tie it to the wire harness or use double-sided tape as you prefer. Simply plug the module into the Interface harness making sure it is fully seated.

Viper 5904 Specific Programming

No programming per se is required. The Viper 5904 will operate the Top / Tonneau functions as shown in the table

Viper 5904 Key Fob	Function
"Lock"	Lock
"Unlock"	Unlock
"ƒ" + "Aux"	Tonneau Open
2x "ƒ" + "Aux"	Tonneau Close
4x "ƒ" + "Aux"	Hardtop Open
3x "ƒ" + "Aux"	Hardtop Close

Table 4 – Viper 5904 Specific Programming

Troubleshooting the Installation

There are 5 LEDs to assist diagnosing problems with the installation; however they are not viewable unless the case is opened. The LEDs indicate the active timing cycle(s).

D2 = Tonneau Open LED
D5 = Tonneau Close LED
D11 = Hardtop Open LED

D14 = Hardtop Close LED
D20 = IGN2 LED

There are also Test points for each input trigger and ground. These are labeled as follows:

TP2 = Tonneau Open Trigger
TP3 = Hardtop Close Trigger
TP4 = Tonneau Close Trigger
TP5 = Hardtop Open Trigger
TP1 = Ground

The installation can be tested independently from the car alarm system by manually triggering the timer circuits. To cause a timing cycle to begin, simply make a solid electrical connection between the appropriate trigger test point and the ground test point. The system will respond by lighting the appropriate LED and driving the top mechanism.

When any of the four TPs is triggered, the IGN2 signal will power the car as though the ignition switch were in the ON position. All electrical systems (such as Climate Control and Radio) that were running when the car was last turned off will resume operating until the triggering function expires.

Remote Top Testing

Note these functions will not work correctly until the timed output modes are enabled using BitWriter.

Key sequences

- Press "ƒ" and then "Aux". The tonneau should open.
- Press "ƒ" twice and then "Aux". The tonneau should close.
- Press "ƒ" four times and then "Aux". The hardtop should open.
- Press "ƒ" three times and then "Aux". The hardtop should close. If the hardtop waits at the safety stop repeat the key sequence one or two more times.
- Press the "Timer" button twice within 3 seconds. The car should remote start (if equipped and programmed per this guide). All key sequences listed above will function under Remote Start as well as battery power only.

The Remote Top Key Sequences WILL NOT initiate any actions if the car is running normally after being started by the key.

Remote Start Neutral Safety Switch

First a disclaimer. Installing a remote start capability in a manual transmission car is not safe, probably voids the security system warranty, and is possibly against the law. The author takes no responsibility for any consequences from the correct or incorrect use of the following information.

Now with that out of the way the author recognizes that many people might be installing remote start into their MTX 3000GT without hooking up any safety devices to prevent accidental start while in gear. This instruction, if followed correctly, will provide an additional measure of safety for remote starting.

Benefits

- Prevents remote starting with the car in gear

Parts Needed

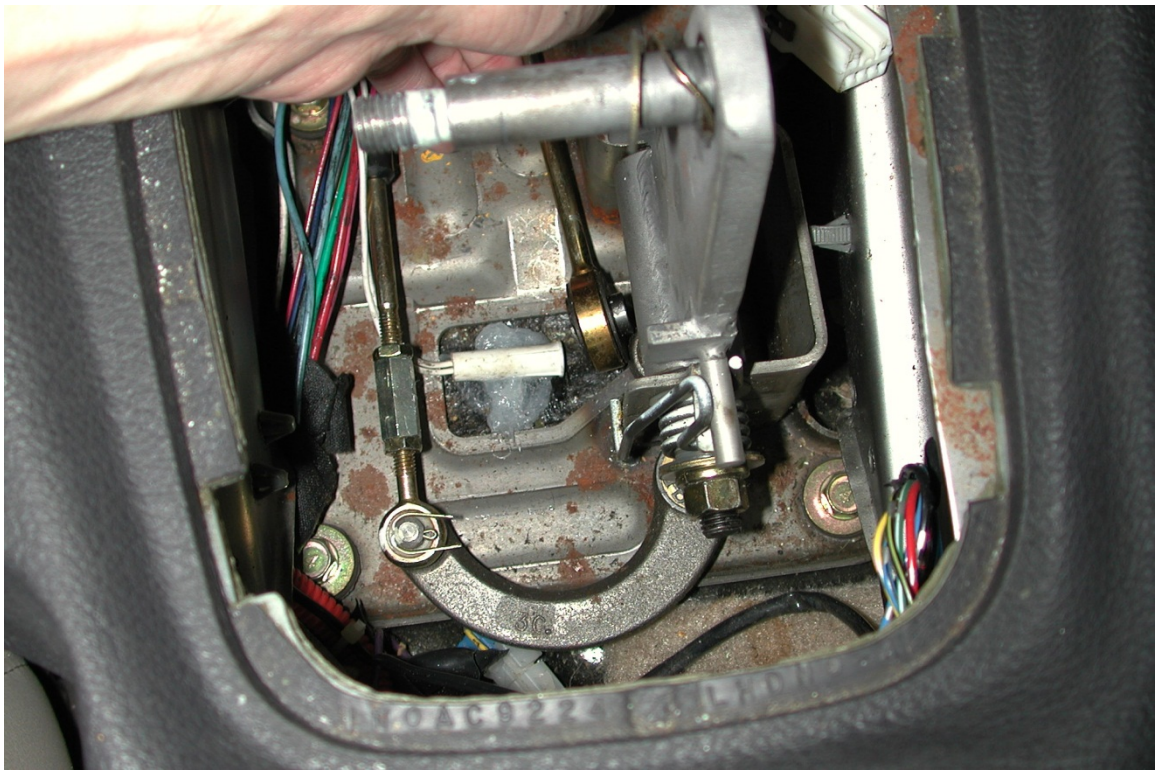
- Magnetic switch
  - Normally open type (continuity when the magnet is close)
  - Recessed mount type (cylindrical type allows perpendicular mount)
  - AMS-21 or equivalent is suggested (about $7 at this site)
  - Go here for a datasheet for the part
- Other stuff
  - I used RTV and a tie wrap to secure the magnet and switch
  - I used T-Taps to connect to existing stock wiring

Remote Start Neutral Safety Circuit

The Viper 590x has a Neutral Safety (-) input that we can wire directly to the magnetic switch and no relays or other circuits are needed. There is also no need to unplug the clutch safety switch as we will be wiring the remote start controls using Marc Mayer's elegant method of interrupting the stock wiring in a specific location. With this method the car operates exactly as stock, requiring the clutch to be depressed for normal starts, and yet remote starts by bypassing the wiring in a different way. More about this in the Viper 590x install section.

Installing the Magnetic Switch and Magnet

I installed the magnetic switch horizontally under the shift arm. It is positioned so that the magnet will be perpendicular to the switch when the shifter is in neutral. When in gear, the magnet will be away from the switch and the switch will be open circuited. I used clear RTV to hold the switch and allowed it to set overnight



I found that the magnet needs to be installed very low on the shift arm. I have Bob Stirling's 3S short shifter which has a flat side suitable for mounting the magnet. At first I intended to use only a tie wrap, but the magnet was wiggling out of position so I secured it with RTV as well. The tie wrap is touching the post that attaches the shift linkage. I also notched the plastic of the magnet so the tie wrap would bite into the magnet and keep it from slipping.

Installing the Viper 5904 / Python 594 / Clifford 590.4x Alarm

The installation manual that comes with these systems covers everything you need to know so I will just add some suggestions for where to locate things.

The Brain (main unit). Best location to connect to the ignition harness as well as the remote start wiring seems to be directly behind the glove box in front of the A/C unit.

The Antenna, Valet Switch & LED. These are a combined plug in module designed to mount high on the windshield. Wiring can be routed down the passenger side A pillar.

The Remote Start Disable Toggle / Optional remote start/turbo timer push button. These can be mounted anywhere convenient. Personally I'm not a big fan of drilling holes for switches and prefer repurposing OEM switches which aren't used in the spyder such as the headlight pop-up switch (under fog light) or a rear wiper switch.

The Hood Switch. This one is simply not needed if you follow my wiring guide to wire into the stock hood switch.

The Shock Sensor. This one is built into the 5901 but is external for the 5904 series. If external it can be mounted to the A/C unit behind the glove box. Adjustable from remote.

Optional Field Disturbance Sensor 508D. This is a great option for convertibles and has separately adjustable warning and alarm zones. Under the rear seat in front of the seat belts was a good location. This device works with both 5901 and 5904 however requires external 12V / Gnd powering for the 5904 application.

Bitwriter ESP port. While many features of the alarm system can be programmed using the valet button, many others need the hand-held programmer to access. It also makes programming much easier. If you run an optional bitwriter cable (8998 standard; 8999 molded) to a place easily accessed later (I put mine under the gearshift boot) – you can change programming easily.

Magnetic Switch. No need for a relay – connect one lead from magnetic switch to Neutral Safety (-) input of alarm and other lead to ground. Note these alarms have a manual transmission mode which doesn't rely on this input, but requires a rather convoluted procedure to arm remote start. I used the magnetic neutral safety switch and programmed the alarm as an automatic transmission for more convenient operation.

Defogger. Defogger can be remotely operated or will run automatically during remote start if temperature is below 55°F. In this setup, a pulsed output should be programmed.

Locks. Instructions provide for 1st remote unlock unlocks drivers door only; 2nd unlock unlocks passenger door – as with stock remote entry. Involves connecting to the Keyless Entry Control Unit Located near left rear speaker (behind panel). See note 1 in the wiring instructions for 1st remote unlock unlocks both doors.

Factory Alarm. While it's possible to set up the system to arm/disarm the factory alarm when locking/unlocking the doors remotely, it involves the use of several relays and diodes and is frankly not worth the effort required.

Clutch Switch. By installing the alarm's starter wiring as directed, there is no need to remove, disable or bypass the clutch switch which is also used by the cruise control. It will continue to function normally when using the key to start the car.

Starter connection. The alarm features anti-grind relay which prevents the key from running the starter when the remote start feature is active. This involves cutting one of the starter wires – the key side is connected to one lead and the car (starter relay) side is connected to another lead. The recommended place to make this cut is inconveniently located - connector is in upper right hand corner of passenger footwell, but by using this location there is no need to bypass the clutch pedal switch.

The Siren Options are limited due to size. I zip tied mine to the cross bar under the bumper where the horns are located. It can also go inside the driver's wheel well if you remove the fender liner.

Positive Light Flash Output The brain box has a removable cover which covers a jumper block. Set the jumper to Positive Light Flash Output to be compatible with the 3000GT parking light circuit polarity.

Wire Lengths Some of the Viper 590x wires are not long enough to reach the recommended destinations and will have to be extended. If the behind glove box location is used for the brain the following wires will have to be extended:

H1-5 Parking light output
H2-3 Defogger (-) 200mA output
H2-7 Domelight 200mA (-) output
H2-8 Horn honk (-) output

Viper 5904/ Python 594 / Clifford 590.4X Wiring for 3000GT

SOURCE 5904/594/590.4X			DESTINATION 3000GT		
Harness	**Color**	**Description**	**Connector - Pin**	**Location**	**Color**
H1-1	R	Battery 12V Source (fused)	C59-6	Left of column	W
H1-2	B	Chassis Ground		Use ground lug. Do not share with WIFI	
H1-3	BR	Siren (+) Output		Siren	R
H1-4	W-BR	Flex Parking Light Relay 87A		(not used)	
H1-5	W	Parking light output (10A)	C69-6	Junction Block	G-W
H1-6	O	Ground when Armed (also during remote start if anti-grind option used)		(not used)	
D-1	L	Door unlock (-)	E37-14 (Note 1)	Keyless Entry Unit	Y-B
D-3	G	Door Lock (-)	C66-56	ETACS unit	BR-W
H2-1	P-W	IGN2 (-) 200ma output		(not used)	
H2-2	B-W	Neutral Safety (-) input		Magnetic switch	
H2-3	L-W	Defogger (-) 200mA output	C65-12	ETACS unit	L-R
H2-4	G-B	OEM disarm (-) 200mA out		(not used)	
H2-5	R-W	Aux trunk release (-) 200mA		(not used)	
H2-6	G	Door (-) input	C65-10	ETACS unit	R-G
H2-7	B-Y	Domelight 200mA (-) output	C65-9 (use relay) See figure 4	ETACS unit	R-G
H2-8	BR-B	Horn honk (-) output	C57-2	Clock Spring (right of column)	L-G
H2-9	L	Status (-) 200ma out		(not used)	
H2-10	P	IGN1 (-) 200ma output		(not used)	

H2-11	W-B	Aux 3 (-) 200mA output	WIFI-6	WIFI	Y
H2-12	V	Door (+) Input		(not used)	
H2-13	W-V	Aux 1 (-) 200mA output	WIFI-5	WIFI	W
H2-14	V-B	Aux 2 (-) 200mA output	WIFI-7	WIFI	O
H2-15	O-B	Aux 4 (-) 200mA output	WIFI-8	WIFI	G
H2-16	BR	Brake shut down (+) input	C61-3	Brake Pedal Switch	G
H2-17	GR	Hood Pin Switch (-) input	C65-18	ETACS unit	L-B
H2-18	V-Y	Starter (-) 200ma out		(not used)	
H2-19	L	Trunk instant trigger (-)		(not used)	
H2-20	GR-B	Wait to Start (-) input		(not used)	
H2-21	W-L	Remote Start-Turbo Timer Activation		Optional Momentary switch to ground	
H2-22	O	Acc (-) 200ma output		(not used)	
H2-23	V-W	Tachometer Input	C90-58	ECU (2nd plug from top)	W
H2-24	G-W	OEM arm (-) 200mA output		(not used)	
H3-1	P	IGN1 Output – Also ignition sense input	C59-4	Left of column	B-W
H3-2	R-W	12V (+) constant – feeds IGN2 Remote Start Relay	C59-6	Left of column	W
H3-3	O	Accessory Output	C59-3	Left of column	L
H3-4	V	Starter Output – Car Side	C31-2 Cut wire – car side	Passenger footwell – right side firewall	B-Y
H3-5	G	Starter – Key Side	C31-2 – cut wire – key side	Passenger footwell – right side firewall	B-Y
H3-6	R	12V (+) constant – feeds IG1 Remote Start Relay	C59-6	Left of column	W
H3-7	P-W	IGN2 Output	C59-2	Left of column	L-B

H3-8	P-B	Flex Relay		(not used)	
H3-9	R-B	12V (+) constant – Feeds ACC + Starter RS Relays	C59-6	Left of column	W

Table 5 – Viper 5904/ Python 594/ Clifford 590.4X Wiring for 3000GT

Note 1: Use C65-3 at the ETACS unit with color BR-L if you want to open all doors with one press of the unlock button.

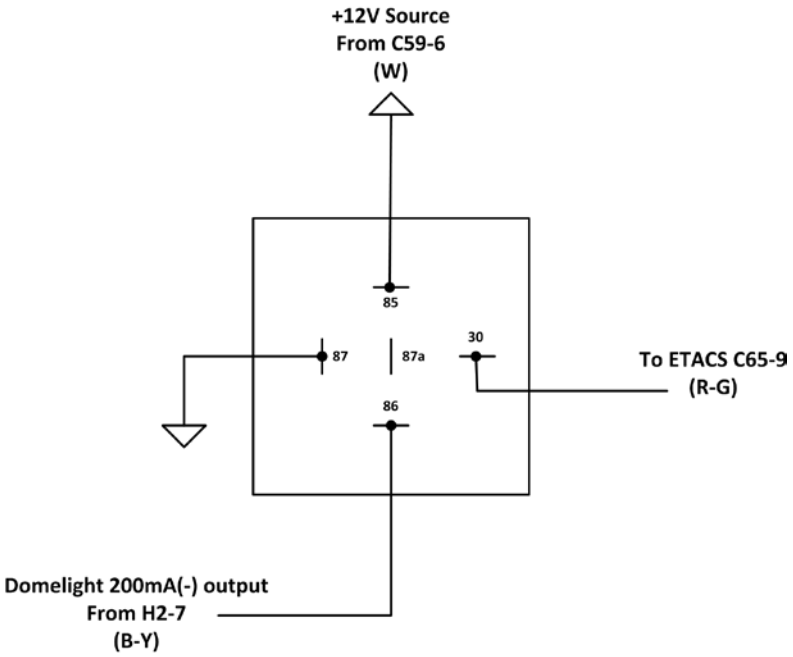


Figure 4 – Domelight Relay

Wiring Color Codes (Viper 5904/ Python 594/ Clifford 590.4X Alarm)

B	=	Black
BR	=	Brown
BR-B	=	Brown with Black stripe
BR-L	=	Brown with Blue stripe
BR-W	=	Brown with White stripe
B-W	=	Black with White stripe
B-Y	=	Black with Yellow Stripe
G	=	Green
GR	=	Grey
GR-B	=	Grey with Black stripe
G-W	=	Green with White stripe
L	=	Blue
LB	=	Light Blue
L-B	=	Blue with Black stripe
L-G	=	Blue with Green Stripe
LG-B	=	Light Green with Black Stripe
LG-W	=	Light Green with White Stripe
L-R	=	Blue with Red Stripe
L-W	=	Blue with White stripe
O	=	Orange
P	=	Pink
P-B	=	Pink with Black Stripe
P-W	=	Pink with White Stripe
R	=	Red
R-B	=	Red with Black Stripe
R-G	=	Red with Green stripe
R-W	=	Red with White stripe
V	=	Violet
V-B	=	Violet with Black Stripe
V-W	=	Violet with White Stripe
W	=	White
W-B	=	White with Black stripe
W-BR	=	White with Brown Stripe
W-L	=	White with Blue Stripe
W-V	=	White with Violet Stripe
Y	=	Yellow
Y-B	=	Yellow with Black Stripe

Programming options using BitWriter

Most of the factory default values can be used without changes. The optional BitWriter device makes programming very simple. The following changes to the defaults are recommended. This first list contains values that COULD be programmed manually using the valet button method:

Menu Item	Feature	Option
1	Transmission Mode	Automatic (opt 2)
2	Engine Checking Mode	Tachometer (opt 4)
5	Activation Pulse Count	2 (opt 2)
6	Turbo Mode	On 1 minute (opt 2)
11	Status 2 output	Pulse Rear Defogger (opt 3)

Table 6 – Menu 3 – Remote Start Parameters

Transmission mode is set to automatic instead of manual to make it easier to remote start the car. With the remote start wiring and neutral safety switch installed it is unnecessary to use the manual configuration. The activation pulse count is the number of "Timer" button presses needed to remote start the car. Two is recommended to prevent accidental remote start. Turbo mode is an optional turbo timer feature that can be activated using the button you wired into H2-21. Status 2 output allows you to operate the rear window defogger while in remote start mode. Program it if you have wired it up with H2-3.

The Aux timed outputs can be setup manually however timer values will default to 30 seconds and can ONLY be programmed using BitWriter. It is not possible to program an Icon Type for Aux 4.

Menu Item	Feature	Option
4	Aux 1 Timed Output	1 to 90 seconds (10 sec)
5	Aux 1 Icon Type	Trunk (opt 2)
6	Aux 2 Timed Output	1 to 90 seconds (10 sec)
7	Aux 2 Icon Type	Trunk (opt 2)
8	Aux 3 Timed Output	1 to 90 seconds (40 sec)
9	Aux 3 Icon Type	Sunroof (opt 2)
10	Aux 4 Timed Output	1 to 90 seconds (32 sec)

Table 7 – BitWriter Only Options

How to Read the 3000GT Wiring Diagrams

Each included page from the 3000GT electrical manual shows a relevant connector number at the bottom of the page as well as information somewhere in the body of the page regarding signals in that connector. For example, the MFI circuit page is included to show the Parking Lights wire information. This wire is G-W (green white) and can be found at C-69 pin 6. On the bottom of the diagram you can find the connector number and a symbol showing that 8 pins are present on this connector. I highlight pin 6 here:

C69-6

1	2	3	4
5	6	7	8

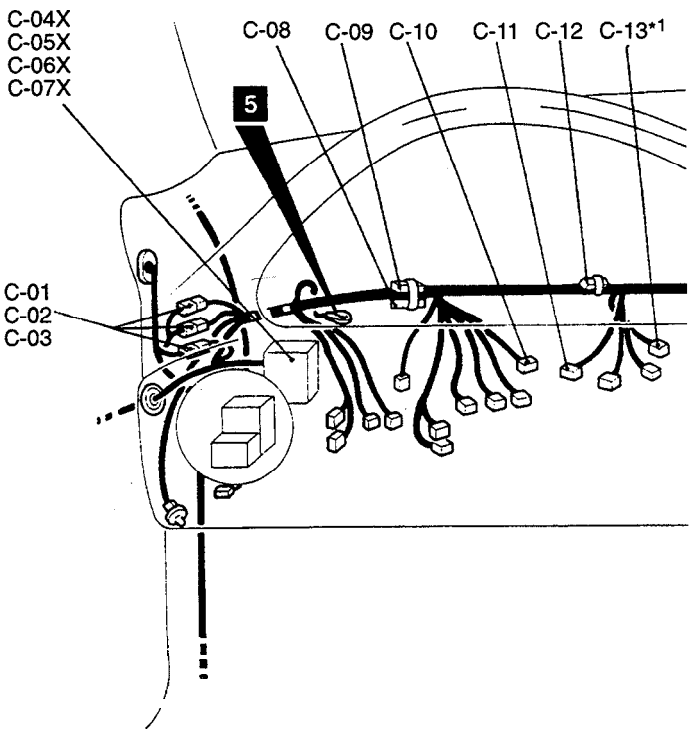
This particular wire is one of the tougher ones to locate. C69 is part of the junction block next to the driver's left foot. Look for the 8 pin connector with a green white wire on pin 6.

3000GT Specific Wiring diagrams

The following pages are excerpted from the 3000GT shop manual. Use the configuration diagrams to find the appropriate connector locations. Consult the manual for further detail.

DASH PANEL

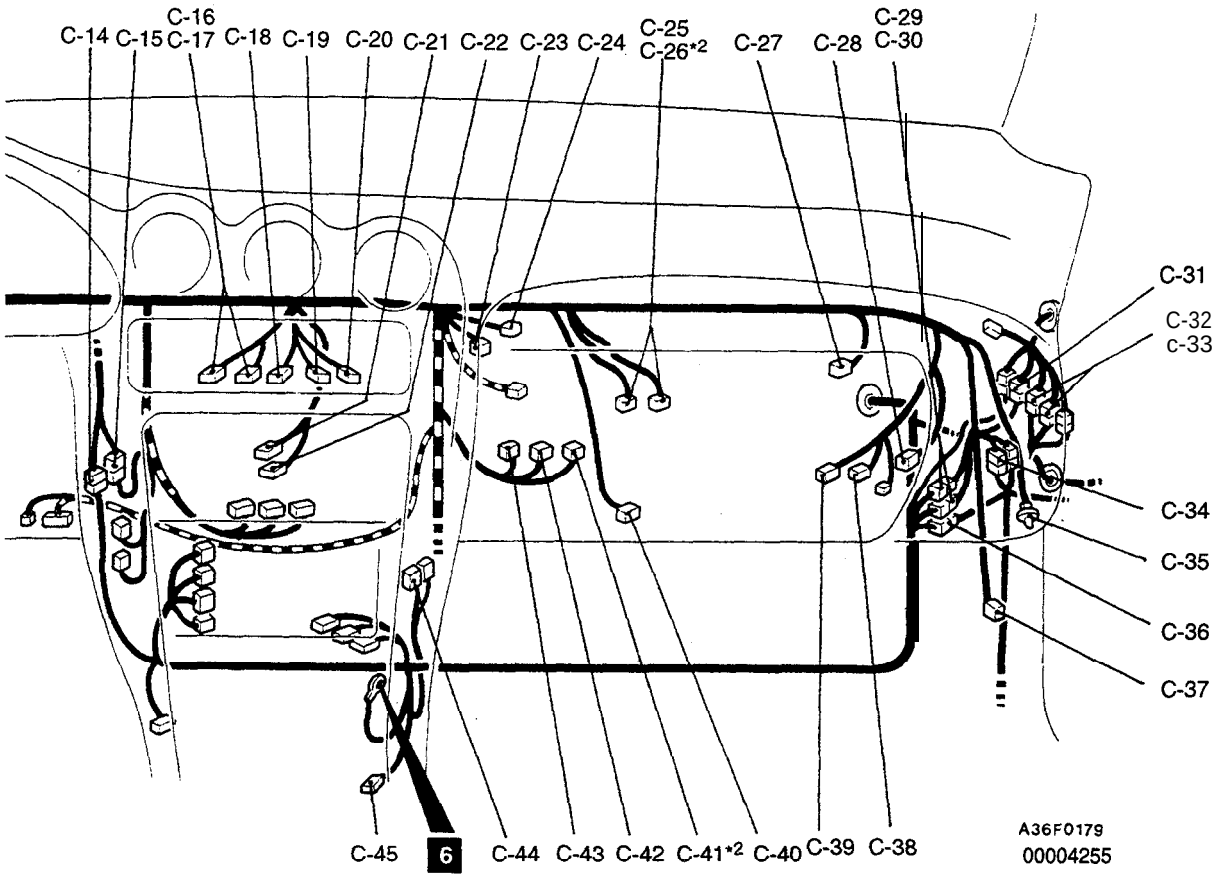
Connector symbol
C 01 thru 45



NOTE
*1: 1992 models
*2: Up to 1995 models

C-01 Body wiring harness (LH) and front wiring harness combination
C-02 Body wiring harness (LH) and front wiring harness combination
c-o.3 Body wiring harness (LH) and front wiring harness combination
C-04X Door lock power relay 1
C-06X Defogger relay
C-07X Power window relay
C-08 Diode (for seat belt warning circuit)
C-09 Diode (for seat belt warning circuit)
C-10 Column switch
C-11 Column switch
C-12 Diode (for theft-alarm circuit)
c-13 Accelerator pedal **switch***1
c-14 Control wiring harness and instrument panel wiring harness combination
C-15 Body wiring harness (LH) and instrument panel wiring harness combination
C-l 6 Air conditioning control panel
C-17 Air conditioning control panel
C-l 8 Air conditioning switch
C-19 Blower switch
C-20 Heater control panel illumination light
c-21 Blend air damper control motor
c-22 Mode selection damper control motor
C-23 Power transistor (for full-auto air conditioning circuit)
C-24 Blower resistor

TSB **Revision**

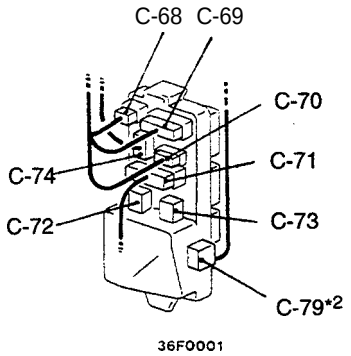


C-25	Air conditioning control unit <Manual air conditioning>
C-26	Air conditioning control unit*2 <Manual air conditioning>
C-27	Air-inlet sensor <Full-auto air conditioning>
C-28	Air selection damper control motor
c-29	Body wiring harness (LH) and control wiring harness combination
C-30	Body wiring harness (LH) and control wiring harness combination
c-31	Body wiring harness (LH) and front wiring harness combination
C-32	Body wiring harness (RH) and front wiring harness combination
c-33	Body wiring harness (RH) and front wiring harness combination
c-34	Body wiring harness (LH) and body wiring harness (RH) combination
c-35	Foot light (RH)
C-36	Body wiring harness (RH) and control wiring harness combination
c-37	Auto-cruise control unit
C-38	Blower motor
c-39	Blower motor relay (HI)
C-40	Air conditioning compressor lock controller
c-41	Air-inlet sensor <Manual air conditioning>*2
C-42	Air-thermo sensor
c-43	Engine coolant temperature sensor
C-44	MFI relay
c-45	Over drive and power / economy switch

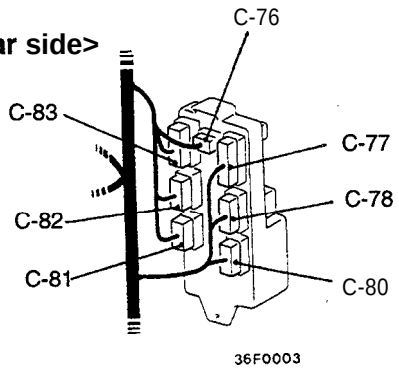
TSB Revision

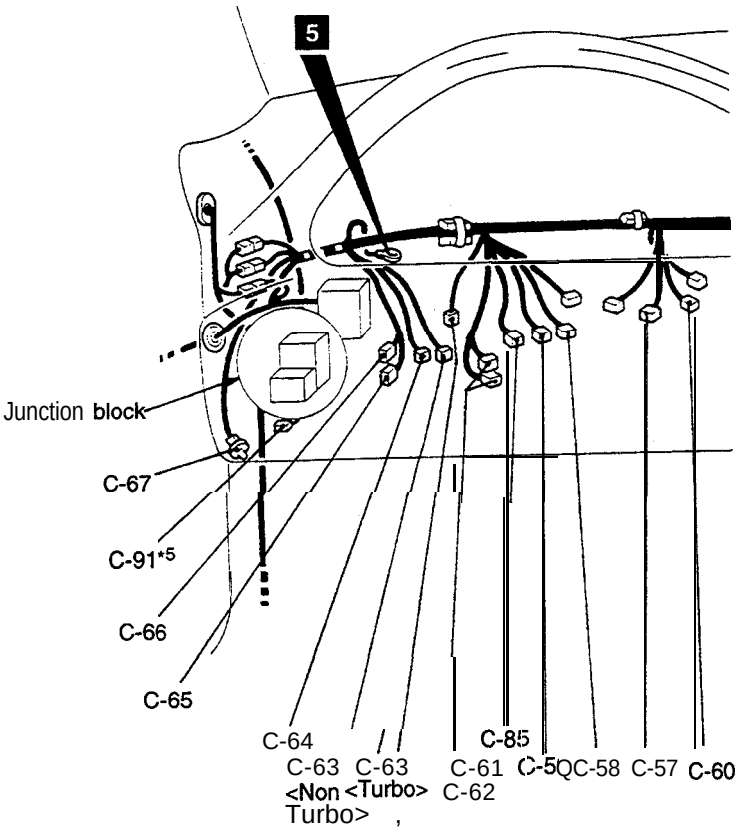
Connector symbol
C 46 thru 95

JUNCTION BLOCK
<Front side>



<Rear side>



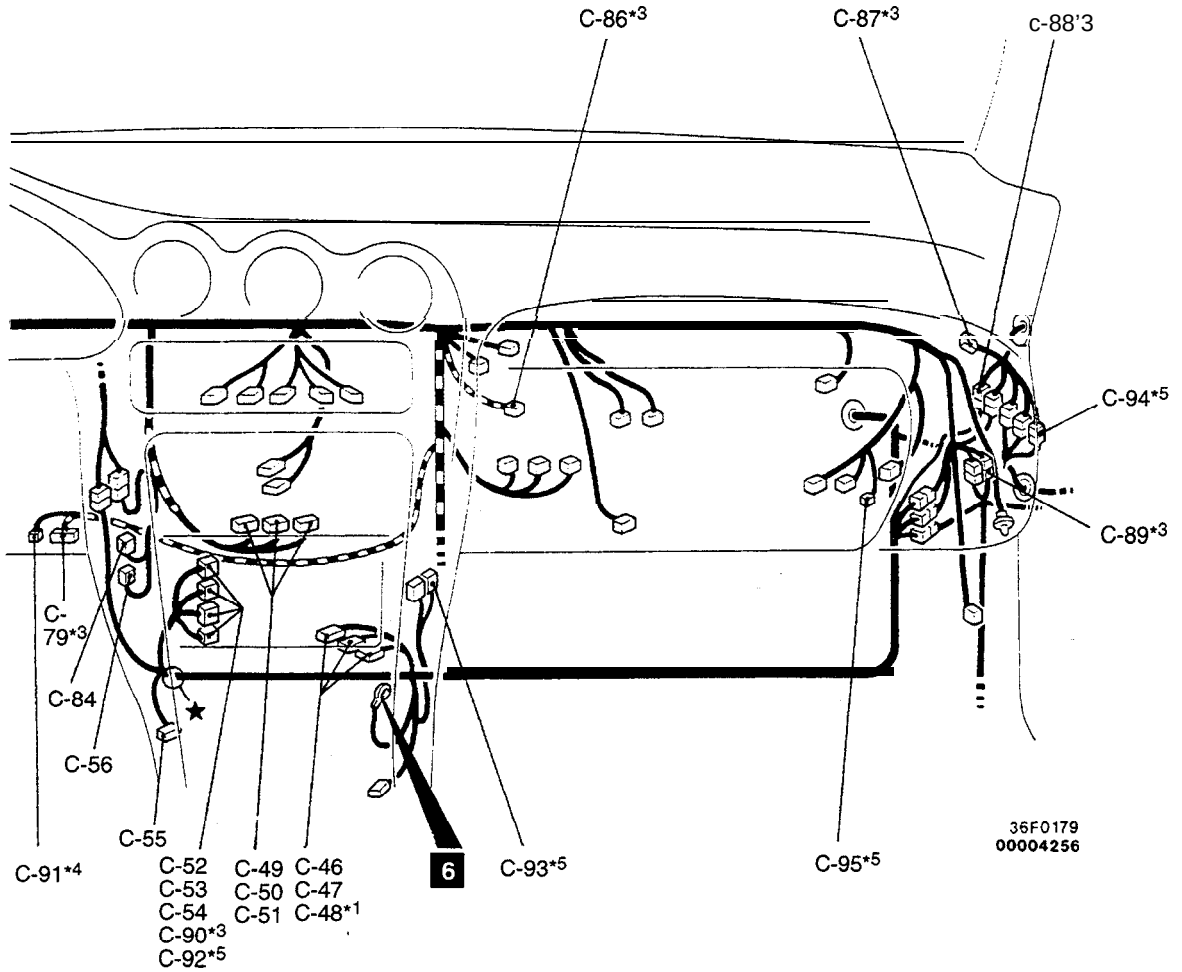


NOTE

(1) *1: 1992 Up to models 1993 models
(2) *3: From 1994 models
(4) *4: 1995 models
(5) *5: From 1996 models

C-46 ELC-4 A/T control module
c-47 ELC-4 A/T control module
C-48 ELC-4 A/T control module*1
c-49 Air conditioning control unit <Full-auto conditioning>
C-50 Air conditioning control unit <Full-auto conditioning>
c-51 Air conditioning control unit <Full-auto conditioning>
C-52 Engine control module
c-53 Engine control module
C-54 Engine control module
c-55 Left bank heated oxygen sensor (front) <Non-Turbo except for California>
C-56 Theft-alarm starter relay
c-57 Clock spring
C-58 Key reminder switch
c-59 Ignition switch
C-60 Steering wheel angle speed sensor
C-61 Stop light switch
C-62 Stop light switch
C-63 Clutch pedal position switch (for auto-cruise control circuit)
C-64 Clutch pedal position switch (for theft-alarm circuit)
C-65 ETACS unit
C-66 ETACS unit
C-67 Foot light (LH)
C-68 Front wiring harness and junction block combination
C-69 Front wiring harness and junction block combination
C-70 Front wiring harness and junction block combination

TSB Revision



c-71	Adapter wiring harness and junction block combination
C-72	Theft-alarm horn relay
c-73	Blower motor relay
c-74	Roof wiring harness and junction block combination
C-76	Body wiring harness (LH) and junction block combination
c-77	Body wiring harness (LH) and junction block combination
C-78	Body wiring harness (LH) and junction block combination
c-79	Data link connector*3
C-80	Body wiring harness (LH) and junction block combination
C - 8 1	Body wiring harness (LH) and junction block combination
C-82	Body wiring harness (LH) and junction block combination
C-83	Body wiring harness (LH) and junction block combination
C-84	Auto-cruise relay
C-85	Spare connector (Hand free microphone)
C-86	Passenger's air bag module*3
C-87	No connection <Turbo>
C-88	Control wiring harness and front wiring harness combination*3
C-89	Body wiring harness (LH) and body wiring harness (RH) combination*3
C-90	Engine control module*3 <Turbo, Non Turbo – Up to 1995 models for California>
c-91	Data link connector <Convertible>*4,*5
c-92	Engine control module*5
c-93	MFI relay*5
c-94	Body wiring harness (RH) and front wiring harness combination*5
c-95	Motor antenna control unit*5

TSB Revision

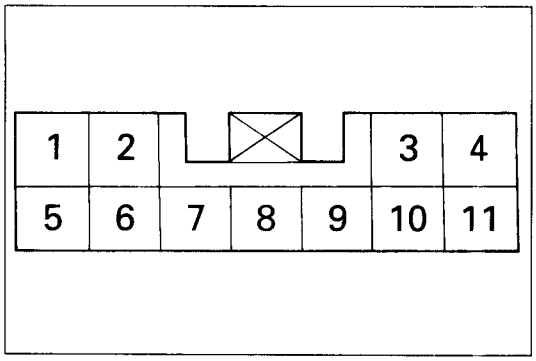
- No response from hardtop system should be noticed when the switch is pressed.

  NOTE
  Depending on the position of the hard tonneau, the tonneau latches may release again, and the tonneau may continue to open.

With hard tonneau initially fully closed:
- The LED to the right of the switch should blink, and the chime sound at a rate of 1 cycle per second. And, the hard tonneau latches should release.

- If the switch LED appears to be working, but the hardtop system does not respond to the switch inputs, refer to **Diagnostics and Testing** in this section.

- If the switch LED does not appear to be working, and the hardtop system does react to the switch inputs, perform the switch inspection in Step 2.



2. OFF-CAR INSPECTION

Operate the switch to check the continuity between the terminals.

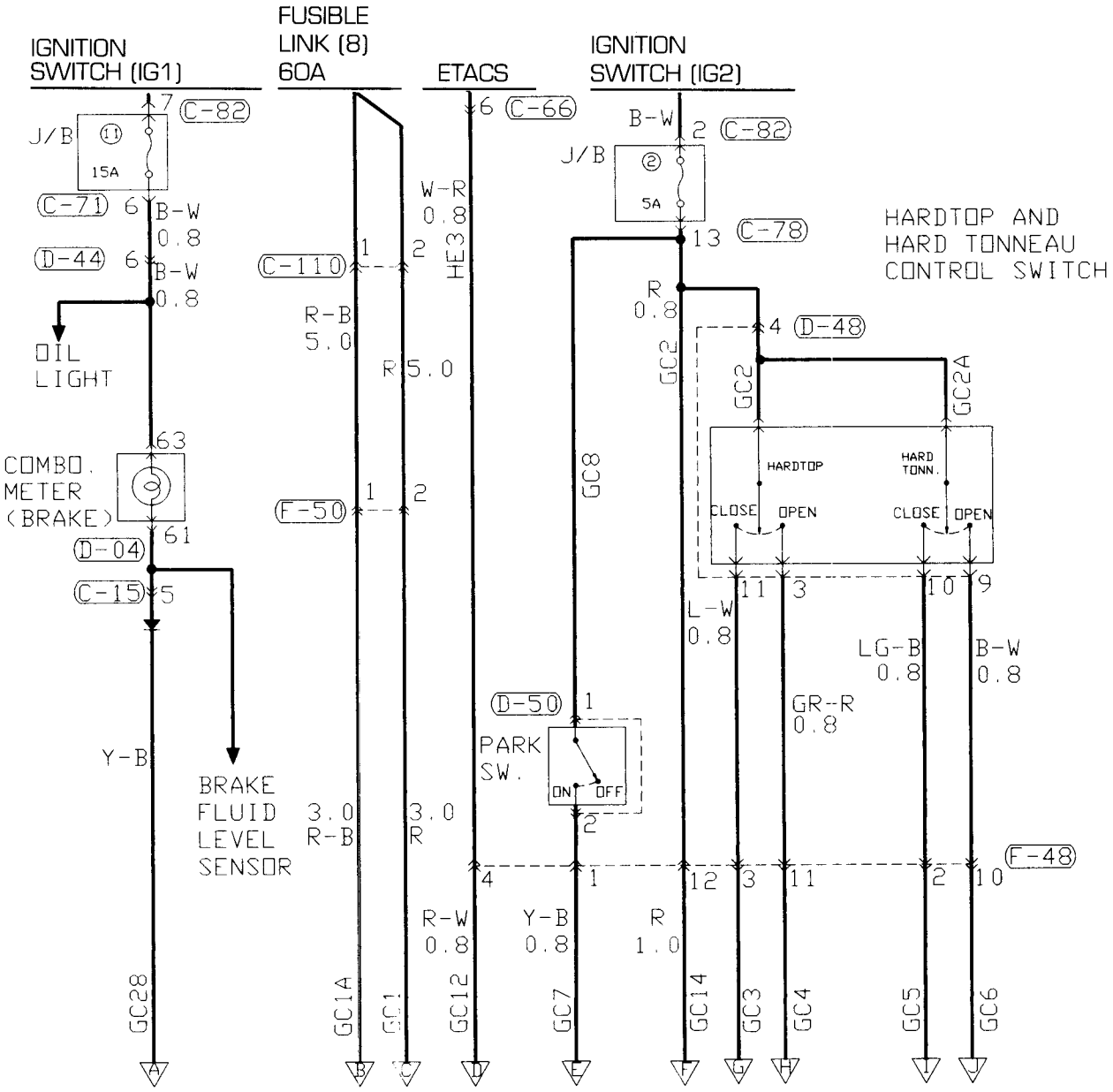
Switch position	Terminal	OPEN	CLOSE
Hardtop Switch	3	○	
	4	○	○
	11		○
Hard tonneau switch	4	○	○
	9	|	○
	10	○	
Switch Illumination (incandescent bulbs)	1	○	
	5	○	

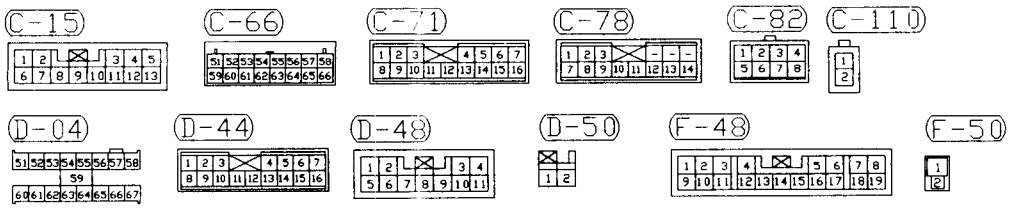
NOTE
○—○ indicates that there is continuity between the terminals.

INSPECTION OF SWITCH LEDs

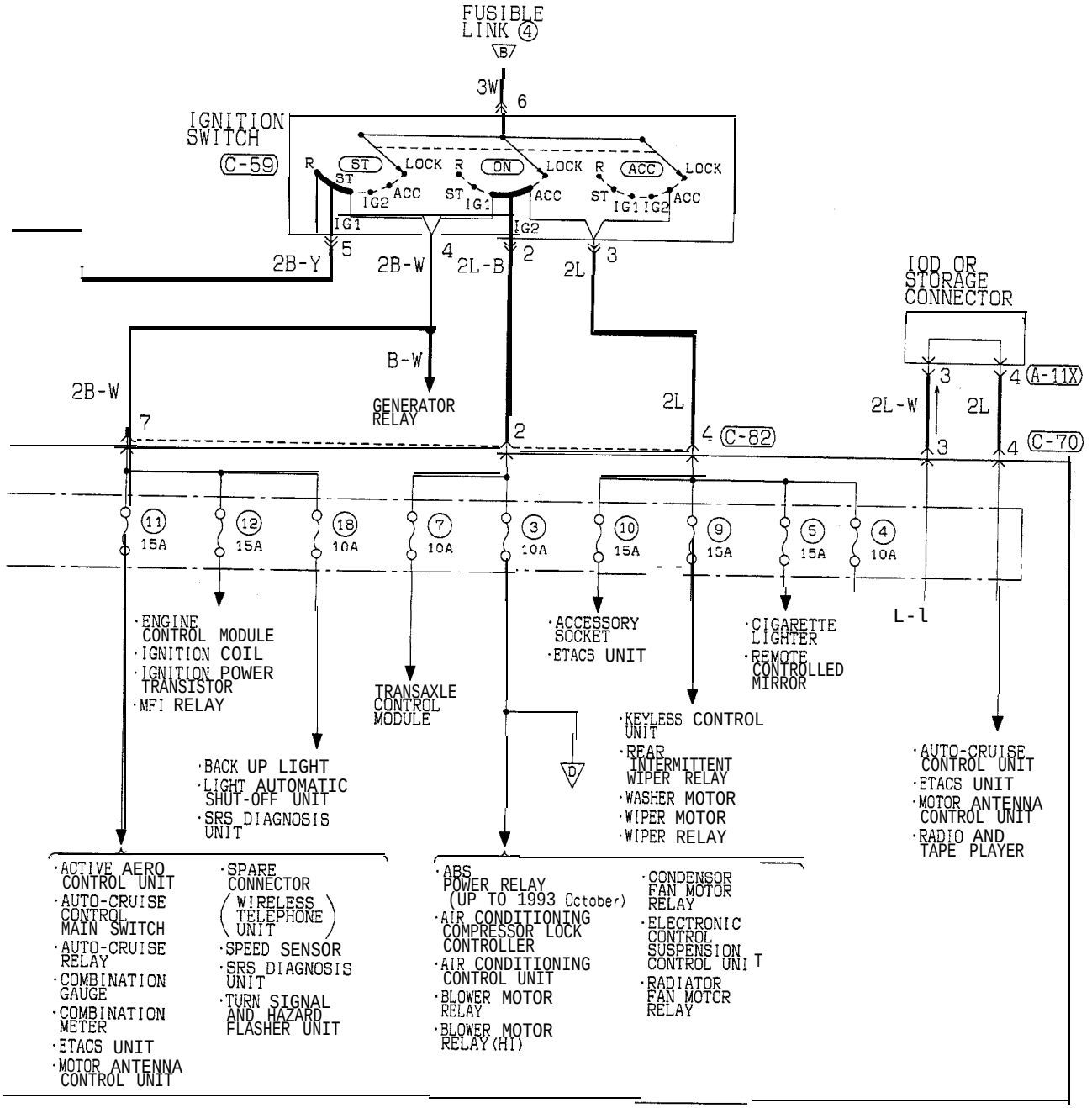
The switch LEDs must be tested using the **Pinpoint Tests** in **Diagnostics and Testing** in this section.

RETRACTABLE HARDTOP ELECTRONIC CONTROL UNIT, (ECU) POWER DISTRIBUTION CIRCUIT DIAGRAM

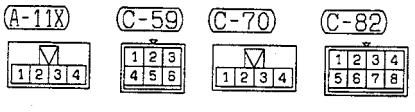




TSB Revision



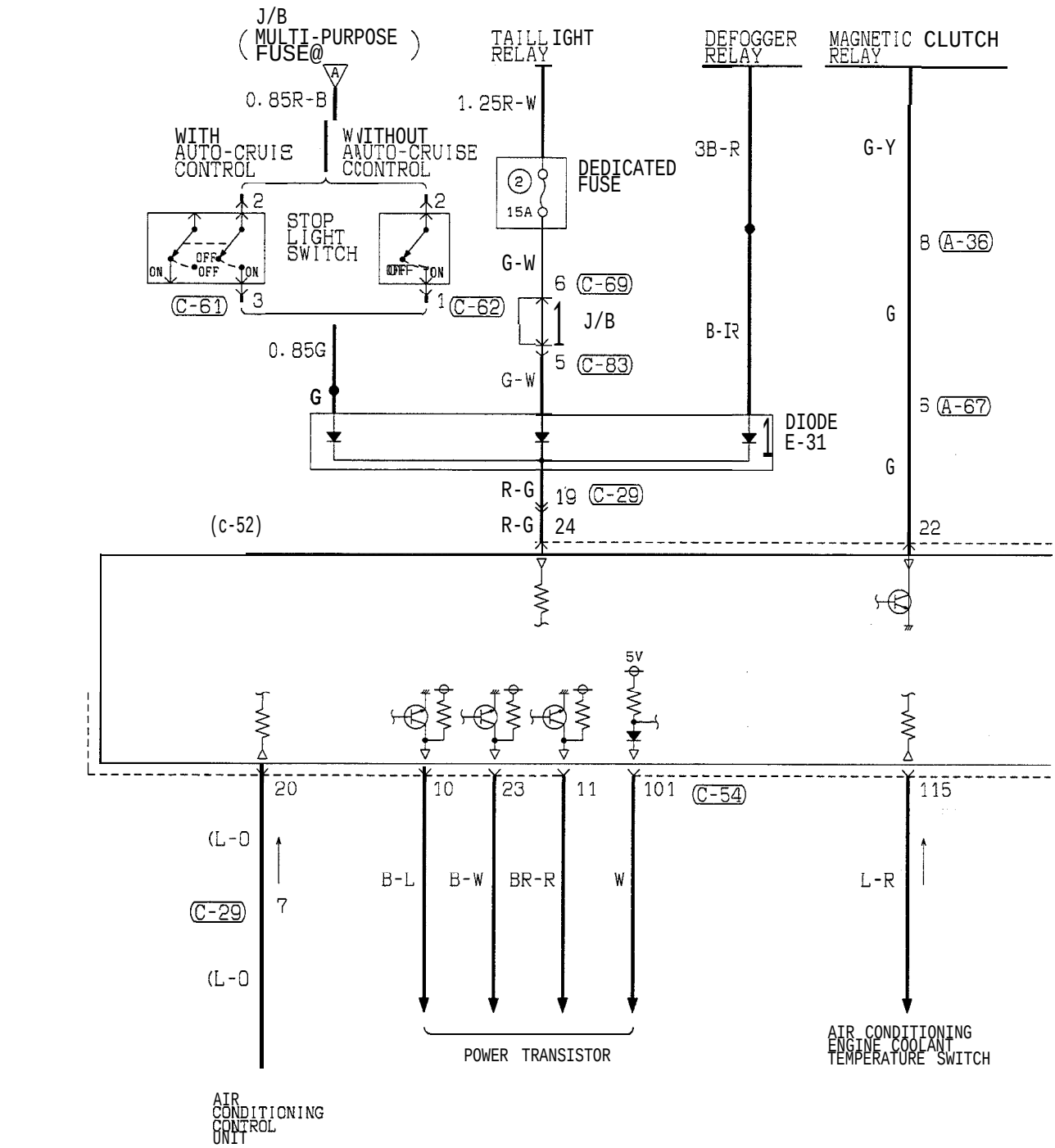
REMARK
THE ABOVE CIRCUIT DIAGRAM SHOWS THE CURRENT FLOW AT THE IGNITION KEY POSITION "ACC", "ON" AND "ST" COMBINED. BE SURE TRACE THE APPROPRIATE CIRCUIT DEPENDING ON THE IGNITION KEY POSITION.

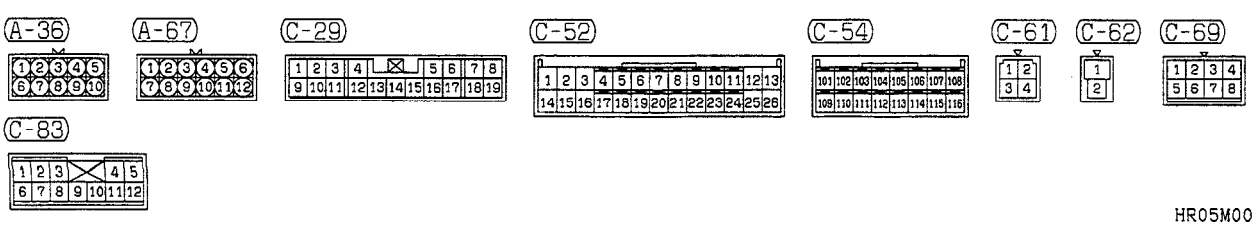


HR01M01BB

TSB Revision

MFI CIRCUIT (1992 MODEL) <NON TURBO> (CONTINUED)

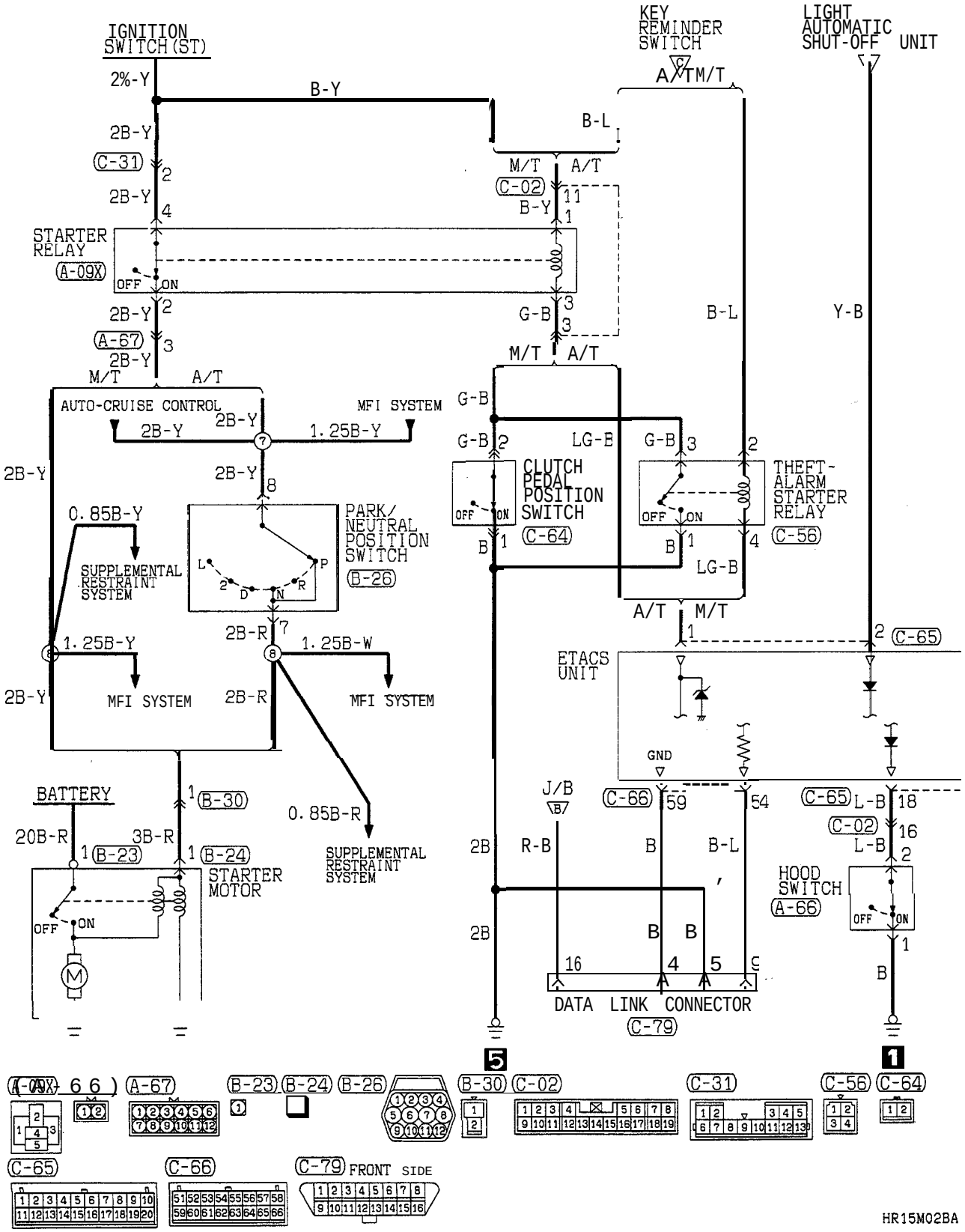




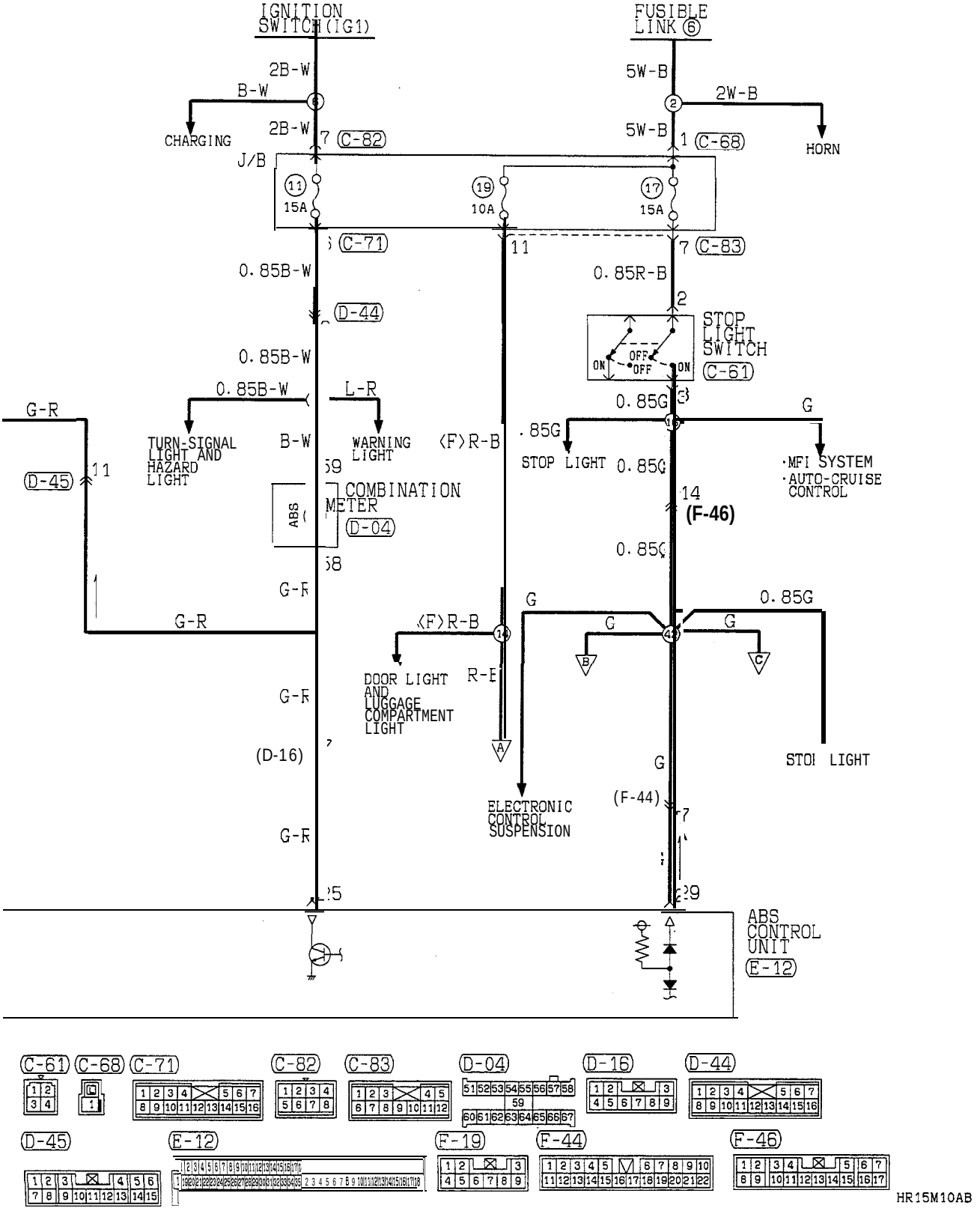
HR05M00CA

TSB Revision

CIRCUIT DIAGRAM (CONTINUED)



TSB Revision

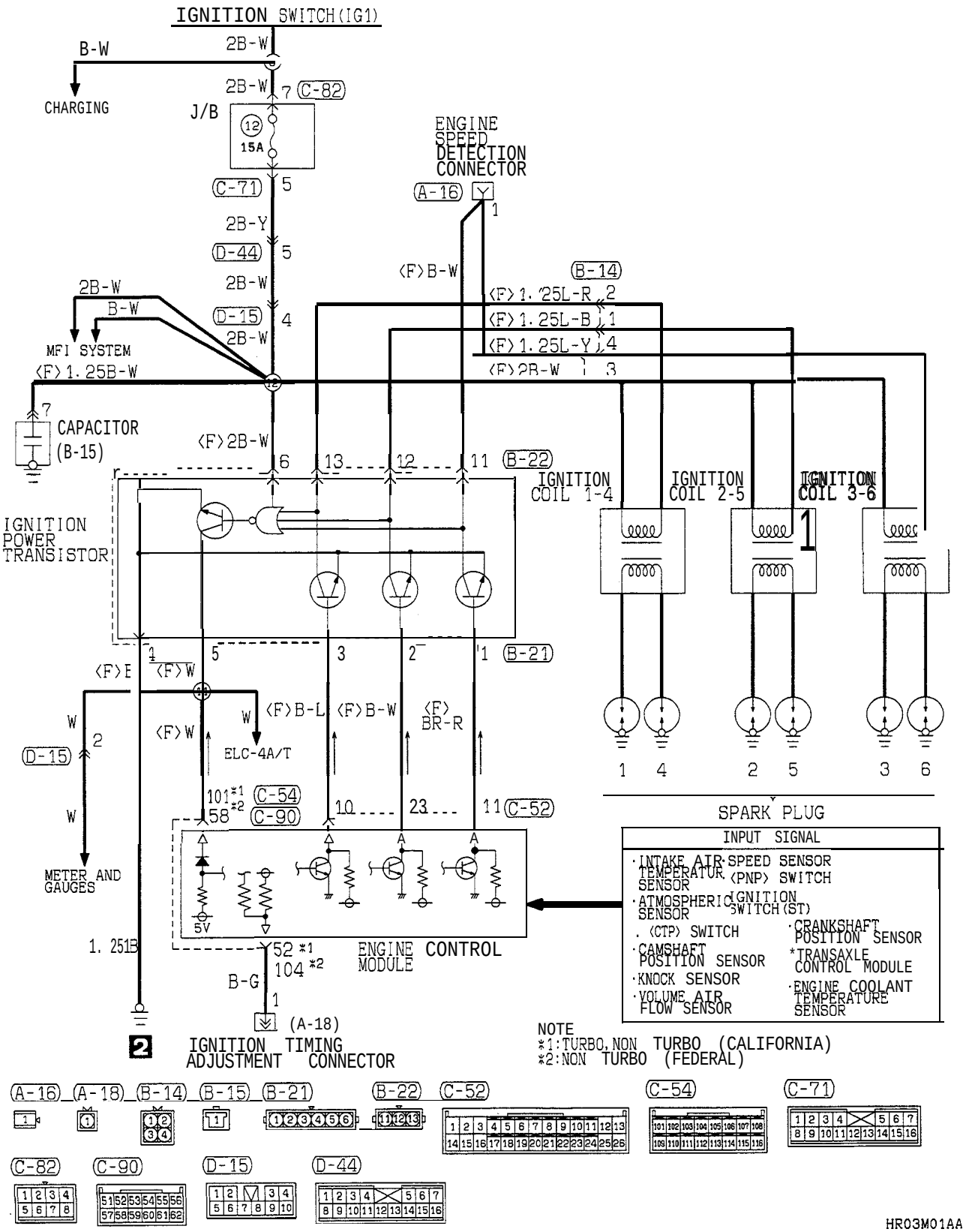


HR15M10AB

TSB Revision

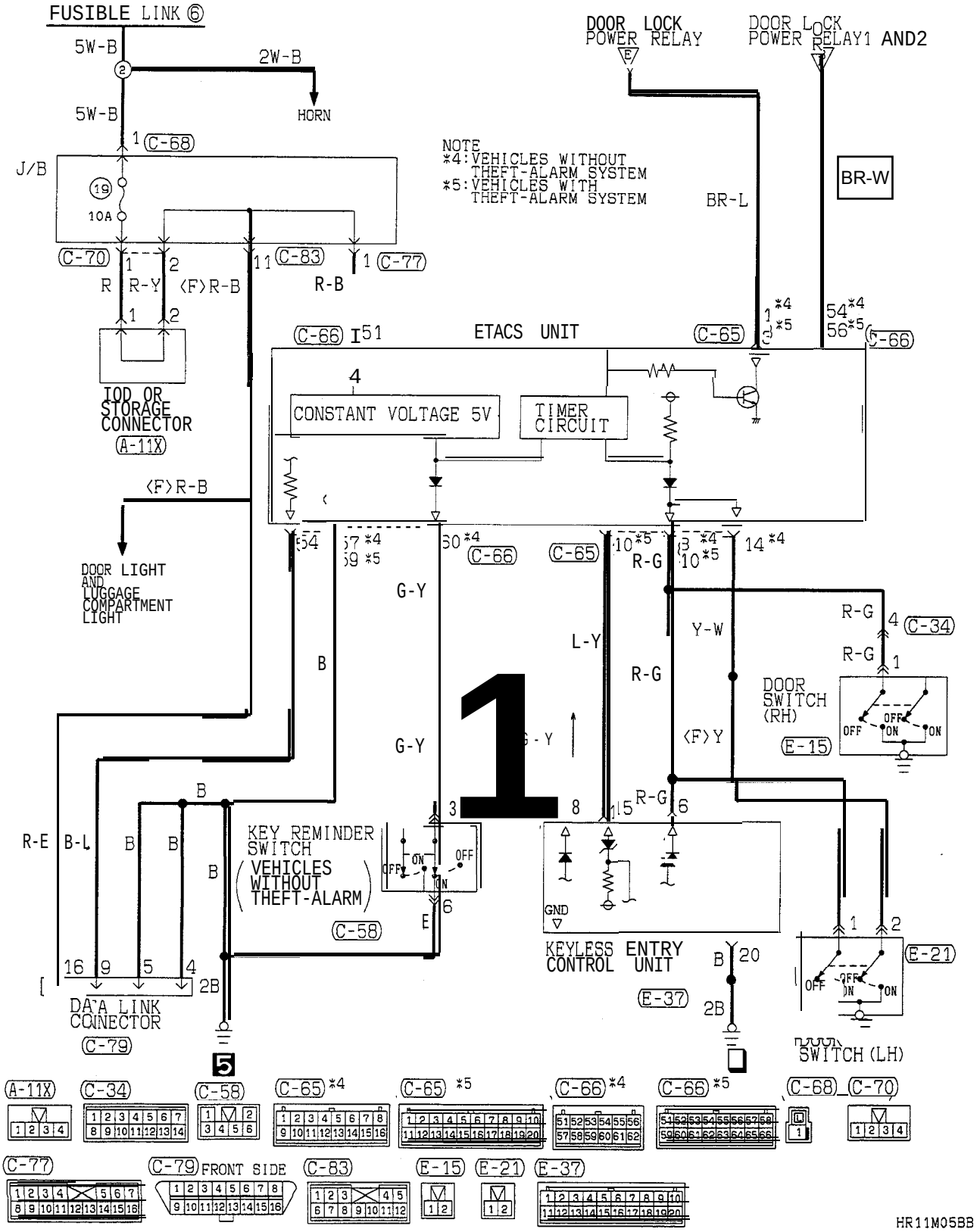
(UP TO 1995 MODELS)

CIRCUIT DIAGRAM



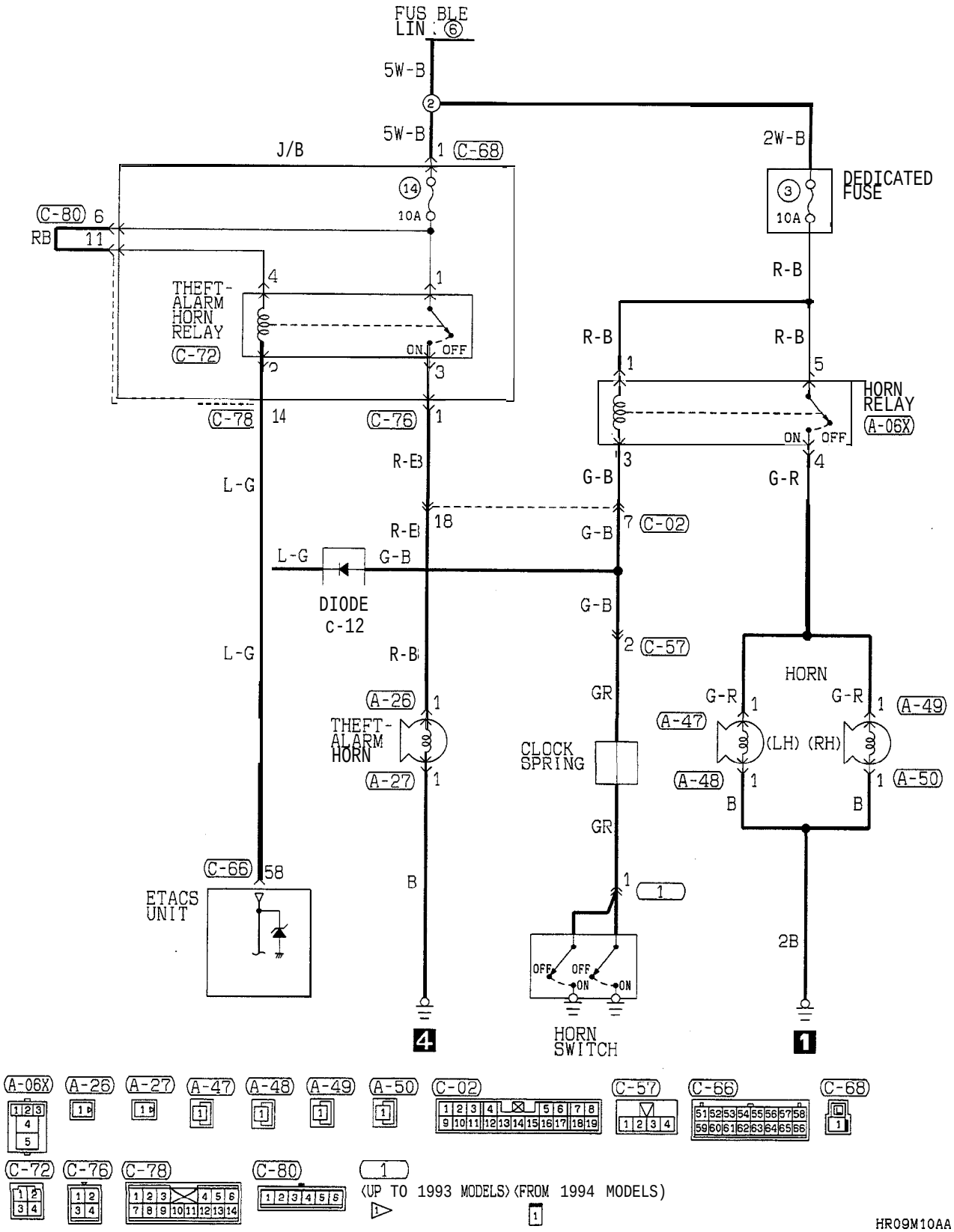
HR03M01AA

TSB Revision



TSB Revision

<VEHICLES WITH THEFT-ALARM SYSTEM>



TSB Revision